



# IRON COUNTY RURAL PLANNING ORGANIZATION

ICRTEC CHAIR—MAYOR CONNIE ROBINSON • ICRTAC CHAIR—TOM STRATTON • PLANNING MANAGER—CURT HUTCHINGS

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## MINUTES

### Transportation Executive Council (RTEC)

March 5, 2014, 2:00 pm

(Began at the conclusion of ICCG Meeting)

Enoch City Hall

900 E. Midvalley Rd., Enoch UT

#### **MEMBERS IN ATTENDANCE:**

Mayor Robert Rasmussen  
Mayor Galen Allred  
Mayor Donald Landes  
Mayor Maile Wilson

#### **REPRESENTING:**

Enoch City  
Kanarraville  
Parowan City  
Cedar City

#### **MEMBERS NOT IN ATTENDANCE:**

Commissioner Dale Brinkerhoff  
Mayor Constance Robinson  
Mayor H.C. "Dutch" Deutschlander  
Commissioner Alma Adams  
Commissioner David Miller

#### **REPRESENTING:**

Iron County  
Paragonah Town  
Brian Head Town  
Iron County  
Iron County

#### **OTHERS IN ATTENDANCE:**

Mr. Rob Dotson  
Mr. Shayne Scott  
Mr. Dave Demas

#### **REPRESENTING:**

ICRTAC, Enoch City Manager  
ICRTAC, Parowan City Manager  
Five County AOG



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I. **Quorum Declaration**

The meeting was chaired by Mayor Robert Rasmussen in the absence of Ms. Connie Robinson. Mayor Rasmussen welcomed all present and declared there was a quorum.

II. **Approve Minutes for January 8, 2014**

**A motion was made by Mayor Donald Landes, seconded by Mayor Maile Wilson, to approve the Minutes dated January 8, 2014 of the Iron County Rural Transportation Executive Council.**

**MOTION PASSED UNANIMOUSLY**

*NOTE: At this point the meeting started to be recorded.*

III. **Utah Department of Transportation**

A. Presentation on STIP process

Mr. Aldridge provided a presentation to explain the STIP (Statewide Transportation Improvement Program) process. Mr. Aldridge explained that every transportation project in the state of Utah that is to be completed with city, state, or federal transportation funds must go through the UDOT STIP process. He added that even funding categories that UDOT is not involved with must go through the STIP process. Every project must be approved by the Utah State Transportation Commission in order to be completed in the state. The STIP is a listing of all projects to be completed in Utah using transportation funds.

The STIP serves 2 purposes: 1) To document Utah's compliance with the requirements of the Federal Transportation Act - currently MAP 21 (Moving Ahead for Progress in the 21<sup>st</sup> Century). It provides basic approval for all federal highway and transit funds by the Federal Highway Administration. 2) Serves as the official UDOT action plan for all projects.

The STIP is a 6-year detailed budget for all highway and transit projects and programs. The transit funding is approximately \$50 million per year with a large portion of the funding going to UTA and a smaller amount to UDOT transit for local transit programs. The first 4 years of the STIP process are fiscally constrained and the last 2 years of the process are concept and development only.



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Mr. Aldridge explained that every STIP project must address UDOT's strategic goals which are to: 1) preserve infrastructure, 2) optimize mobility, 3) zero fatalities, 4) strengthen the economy.

Mr. Aldridge provided statistics on where the STIP funding comes from and how it is distributed. UDOT receives approximately \$283 million from the federal gas tax. Of that amount UDOT spends \$237.5 million and the local and pass through is \$45.8 million. In addition, matching funds total \$17.2 million.

The breakdown on how the funding is used is as follows:

- \$6.1 million for planning and research
- \$103.1 million for rehabilitation projects (Purple Book)
- \$34.4 million for preservation projects (Orange Book)
- \$35.2 million for capacity and choke point projects
- \$20.2 million for annual bridge budget
- \$3 million for maintenance of signs and culverts
- \$19.9 million for safety projects

Mr. Aldridge remarked that the new MAP 21 program has increased the safety budget three times the amount of past safety budgets. The substantial budget increase mirrors the nationwide emphasis on safety.

- \$30 million for major rehabilitation

Mr. Aldridge commented that the funds will be used this year for a major rehabilitation project to replace the concrete section of the freeway from North Manderfield to Beaver. A \$23 million contract was awarded this week. The project includes rubblizing and overlaying with 9" of asphalt. He anticipates the new section of highway will be open by November 2014. Mr. Aldridge pointed out that the funding for this project is the majority of the States entire major rehabilitation budget. So, in the future all of the major rehabilitation funding will be going to I-215 in Salt Lake City until 2018.

- \$2.4 million for TAP (Transportation Alternatives Program)

Mr. Aldridge explained the STP conversion to the TAP funding. Under the new MAP 21 program the \$6 million Transportation Enhancement Program category was removed. The program allowed local governments to apply to the Enhancement Committee for funding for projects such as Main Street beautification, bike paths, wildlife conductivity, transportation museums, etc. Unfortunately, when the category was removed it was not replaced in-kind with



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another program. However, the TAP funding was created with a \$2.4 million budget with \$495,000 apportioned to each region to delegate to similar projects. Mr. Aldridge stated that the TAP funding is extremely flexible and can be used anywhere in the region. In 2013 Region 4 is using their TAP funds for the SR-12 Bike Path Continuation project. They have not yet determined how the TAP funding will be managed for 2014. The reduced funding amount has made it very challenging in determining how to break it up into multiple projects.

Mr. Aldridge explained how far into the future the STIP projects are planned. Preservation projects are programmed out every year; purple book projects are programmed out 2 years; capacity/choke point projects are programmed out 3 years and bridge projects are programmed out 4 years.

Mr. Aldridge walked the committee through the steps of the STIP process. At the beginning of the year (July 1) UDOT begins reviewing data. Every road in the state has a stress survey completed using sophisticated equipment that measures different stresses, cracks, ruts, bumps, ride and also takes photos. The information gathered from the stress surveys is entered into the dTims (Deighton Total Infrastructure Management System) computer program.

The dTims program prioritizes which sections of pavement throughout the entire state need treatment and what type of treatment is required. This information is sent to the UDOT asset management group which has teams in each region to physically drive out to review the roads; every section of road is reviewed twice a year. This allows the computer data to be correlated by human factor. Then UDOT begins to determine priorities on pavement and to identify if it is a preservation or rehabilitation project. Virtually every preservation and rehabilitation project is compared to highways across the state to make sure the funding is going where it is needed the most and to projects that will keep the pavement in good condition. Simultaneously to the prioritization process, UDOT is discussing safety needs in meetings with groups such as the RPO's, advisory councils and local governments throughout the state.

UDOT gathers information from the above listed resources from July thru January. Monthly meetings are held from September to December as UDOT formulates a project plan for the region with the input from the communities and various divisions of UDOT. A presentation of the proposed plan is then made to the Transportation Commissioner.



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In January UDOT begins conducting regional workshops. In April the plan is presented to the Transportation Commission. The Commission takes the priority projects from every region and, based on the funding available, determines which projects will be funded. Every proposed project is evaluated based on the extensive data collected and the needs of the highway system of the entire state.

After the Commission determines which projects will be funded, the draft plan is advertised in June for review and comments. The Commission takes feedback from communities, local governments, RPO's and MPO's. The Commission approves the plan in August and forwards it to FHWA for their approval. The final approval from FHWA is made in October.

Mr. Aldridge explained that the STIP process is a very in-depth, interactive process and it is continually on-going. UDOT is continually collecting data, drilling and coring to take samples, conducting meetings to receive input and feedback, completing reports and conducting studies (i.e. Alton Coal Mine study). He stated that there have already been 2 projects funded for US-89 and a couple projects in the Cedar City area that were identified through the Alton study.

Mr. Dotson asked how politics play into the decision making process; noting that the South Cedar Interchange project was funded sooner than expected.

Mr. Aldridge noted that the construction of the South Cedar City Interchange has been a desire for a very long time. However, the project was not approved for funding based on the traffic data alone. The project was expedited for funding when Cedar City presented a plan to partner in the cost of the project by providing funding of \$1 million to \$1.5 million. In addition, the project was able to be redesigned which freed up vital real estate. Those changes took it from a 'data only' perspective to one of partnering. The political aspect entered into the process when the city offered to partner with UDOT. The Transportation Commission appreciates when partnerships are developed. Partnerships show that there is public interest and they do make a difference in the decision making process. Mr. Aldridge shared that a lot of the work in St. George is completed because St. George partners with UDOT. Mr. Demas remarked that it can make a big difference when UDOT can see an opportunity to save money on a project that they know will have to be constructed at some point in the future. This clearly shows that when partnerships happen everyone wins in the situation.



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Mr. Aldridge provided a computer demonstration on how to use the UDOT website to search for detailed information regarding funded projects. Using the search box enter "project map" and the search feature will take you to a site that allow the user to see all projects that have been funded in the state. The information provided includes a description of the project, the project schedule and contact information. Mr. Aldridge remarked that this is a good tool to use to understand what is happening in your area. Mr. Demas stated there is also a map of projects that are in the long range plan.

IV. **Proposed STIP Projects (Note: This discussion preceded item III on the agenda due to technical difficulties)**

Mr. Demas passed out a UDOT 3 Year Plan map to provide an overview of the proposed STIP projects for Region 4. He noted that there are significant projects close to the Cedar Interchange marked in yellow. These projects were identified through the Alton Coal Mine study. Mr. Demas commented that the proposed project is to rebuild the ramps and extend the acceleration and deceleration lanes. These projects came about through the efforts of this RPO committee. They are 'choke point' projects and are proposed for 2017 if approved by the Commission. Mr. Demas reiterated that these projects are proposed only and are not on the STIP project list yet.

Mr. Demas stated that the projects marked in green are safety projects. One of the projects identified is on SR-14 from milepost 13 to milepost 17 for guardrail and barrier improvements. Mr. Demas felt confident that this project would move forward since it is a safety issue and is ranked in the top 10. The other safety project identified in green is a small project on SR-143 from milepost 9.4 to milepost 10.2 and is also for barrier improvements.

Mr. Demas explained that the project in red at the bottom of the map is not in Iron County but it does provide a benefit to the county. It is an I-15 widening project from milepost 37.5 to milepost 42. They are proposing to add a north bound lane and the project is proposed for 2018.

Mr. Demas reviewed the pavement preservation projects marked in mustard yellow. He noted that all the pavement preservation projects are in the top 10 priorities:

- SR-56 - Iron Mountain to Iron Springs Road; proposed for 2015.



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- SR-130 - North Cedar to Rush Lake area, proposed for 2015. The question was asked if widening was included in the project. Mr. Demas stated that to his knowledge widening was not included, it is pavement preservation only.
- SR-130 and SR-56 - Cedar Main and 200 North; two projects proposed for 2017
- SR-14 - Rusty's to Wood's Ranch; proposed for 2016.
- SR-143 - Parowan to milepost 12; proposed for 2016

Mr. Demas shared that these are the Region 4 projects that are being proposed to the Commission for their approval and hopefully all will be approved. Mr. Demas explained that all state projects must be on the STIP list - nothing is funded outside of the projects on the STIP list.

## V. 2014 Meeting Schedule

Mr. Demas passed out the proposed 2014 ICRPO meeting schedule. The committee reviewed and accepted the schedule as submitted.

## VI. Other Discussion Items

### A. Miscellaneous Items

There were no miscellaneous items to be discussed.

### B. UDOT Annual Visit March 18, 2014; County Court House in Parowan

Mr. Demas stated that he believes the meeting is at 2:00 p.m. He spoke with Mr. Tom Stratton from Brian Head regarding the meeting. Mr. Stratton will attend the meeting and represent the RPO.

### C. Next meeting is scheduled for May 7, 2014; location to be determined at the April 2, 2014 ICRTAC meeting.

## VII. Adjournment

**A motion was made by Mayor Donald Landes, seconded by Mayor Maile Wilson, to adjourn the meeting.**

**MOTION PASSED UNANIMOUSLY**